

CLAIMS LISTING:

1. (Currently Amended) A ~~An articulated~~ vehicle comprising:

a first and a second ~~vehicle-frame half section~~ connected to an articulation that allows the first and the second ~~vehicle-frame section-halves~~ to rotate in relation to one another about a longitudinal axis of the vehicle;

a positioning arrangement comprising at least one adjusting device; and

said positioning arrangement further comprising at least one means of operation operated by said at least one adjusting device in order to rotate the first and second ~~vehicle-frame sections halves~~ about the longitudinal axis of the vehicle into a predefined basic position in relation to one another.

2. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the positioning arrangement has operative and inoperative conditions in which the ~~vehicle-frame sections halves~~ are fixed in the predefined basic position in relation to one another when the positioning arrangement is in the operative condition and in which the ~~vehicle-frame sections halves~~ are freely rotatable in relation to one another when the positioning arrangement is in the inoperative condition.

3. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the means that operate the positioning arrangement comprise two guide arms operated by the at least one adjusting device.

4. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the positioning arrangement comprises means of positioning which define the predefined basic position.

5. (Withdrawn) The vehicle as recited in claim 1, wherein the means of operation of the positioning arrangement are a gear arrangement operated by the at least one adjusting device.

6. (Withdrawn) The vehicle as recited in claim 5, wherein the connection between the gear arrangement and the adjusting device is designed as a torsion spring.
7. (Withdrawn) The vehicle as recited in claim 5, wherein the positioning arrangement comprises at least one brake arrangement.
8. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the positioning arrangement also has a semi-operative condition in which the force with which the adjusting device or the adjusting devices action can be adjusted or controlled.
9. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the positioning arrangement can pass from the operative or semi-operative condition to the inoperative condition in the event of at least one first predefined occurrence.
10. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the positioning arrangement can pass from the inoperative condition to the operative or semi-operative condition in the event of at least one second predefined occurrence.
11. (Currently Amended) The articulated vehicle as recited in claim 9, wherein the first or second predefined occurrence is a function of one or more of the variables force, angle, speed, pressure, acceleration and inclination.
12. (Withdrawn) The vehicle as recited in claim 1, wherein the positioning arrangement is divided into a plurality of sections.
13. (Withdrawn) The vehicle as recited in claim 1, wherein the positioning arrangement is concentrically supported around an articulation bearing.

14. (Withdrawn) The vehicle as recited in claim 1, wherein the means of operation of the positioning arrangement comprises at least one flexible element made of rubber, for example.

15. (Currently Amended) The articulated vehicle as recited in claim 1, wherein the means of operation of the positioning arrangement are hydraulic or electrical.

16. (Currently Amended) A method in ~~a~~an articulated vehicle having an articulation which allows a first and a second ~~vehicle-frame section-half~~ to rotate in relation to one another about the vehicle longitudinal axis for rotating the first and the second ~~vehicle-frame sections-halves~~ into a predefined basic position in relation to one another, said method comprising: rotating at least one of the ~~vehicle-frame sections-halves~~ about the longitudinal axis of the vehicle into the predefined basic position by means of at least one adjusting device.

17. (Currently Amended) The method as recited in claim 16, wherein the ~~vehicle-frame sections halves~~ are fixed to one another when the ~~vehicle-frame sections-halves~~ are in the predefined basic position.

18. (Currently Amended) The method as recited in claim 16, further comprising: providing two guide arms positioned on the first ~~vehicle-frame section-halves~~ and which are brought against two bearing surfaces positioned on the second ~~vehicle-frame section-halves~~ by means of at least one adjusting device.

19. (Cancelled).

20. (Original) The method as recited in claim 16, wherein the force with which the at least one adjusting device acts can be adjusted.

21. (Currently Amended) The method as recited in claim 16, wherein the ~~vehicle~~frame sections ~~halves~~ pass from the predefined basic position to an undefined position in the event of at least one first predefined occurrence.

22. (Currently Amended) The method as recited in claim 16, wherein the ~~vehicle~~frame sections ~~halves~~ pass from an undefined position to the predefined basic position in the event of at least one second predefined occurrence.

23. (New) An articulated vehicle comprising:

a first and a second frame half connected to an articulation that allows the first and the second frame halves to rotate in relation to one another about a longitudinal axis of the vehicle and wherein each of said first and second frame halves carries a wheel axle;

a positioning arrangement comprising at least one adjusting device; and

said positioning arrangement further comprising at least one means of operation operated by said at least one adjusting device in order to rotate the first and second frame halves about the longitudinal axis of the vehicle into a predefined basic position in relation to one another.